

ARIZONA CONGRATULATES SAN DIEGO

S. D. & A. RAILWAY ENRICHES SOUTHWEST

WHEN DREAMS COME TRUE
WHOLE SOUTHWEST WORLD
EXTENDS FELICITATIONS

Gov. Thomas E. Campbell, The Arizona Republican, and Whole Southwest Extend Hands Across the River to City of Opportunity; Hope to Share Prosperity New S. D. & A. Railroad Brings.

BY GOVERNOR THOMAS E. CAMPBELL

With one of the finest harbors on the Pacific coast, and a transcontinental road connecting with it, the opportunities of San Diego are practically unlimited. The port nearest the Panama Canal, commercial supremacy is within reach of the city, if it only reaches out the hand of intelligence to grasp it. The railroad not only shortens the distance between the coast and the east by several hours but its route is through country which insures an open line all the year.

With ships arriving from all parts of the world, laden with products, the railroad will carry them to eastern and western marts of trade, returning with merchandise for export. Doubtless the impetus thus received from augmented ocean commerce will result in the establishment of a drydock and many industries at San Diego, thus bringing to fruition the dream of many years, and causing "The Sleeping Beauty" to awaken from her pleasant but unproductive dreams.

The people of Arizona share with San Diego the pride she feels in the new transcontinental line, knowing that whatever measure of prosperity is her portion, we as a State will share in and be benefitted by it.

BY THE ARIZONA REPUBLICAN

When dreams come true, as have San Diego's dreams of 40 years for a golden spike that would connect that city with the east by a direct line of track, it is time for Arizona as San Diego's neighbor to extend its congratulations and Arizona takes that step today while expressing its deep regret that the "dream" of William H. Harrison for the San Diego to Phoenix railroad company that he incorporated in 1893 could not be the one that did come true.

The dream that materialized was the dream of John D. Spreckels and his associates for a line extending along the southern border to a connection with the Southern Pacific at El Centro, thereby providing a transcontinental short-cut of the shortest possible sort. A score of tunnels pierce the mountains in the line's 150 miles of length, and the construction is rated among the most expensive and substantial railroad work in the United States.

To San Diego the new line means not only a direct route to the east via the always open southern lines, but a direct route to the empire of the great southwest that San Diego during all the years has looked upon as common ground, and to Arizona the new line means the quickest practical path to tidewater and to the city that this state has regarded as one with which it held in common every interest of commerce and sentiment.

And so, for the driving of the golden spike on Dec. 1, 1919, that marked the completion of the San Diego & Arizona railroad, Arizona congratulates San Diego.

POPULAR HOSTELRY HAS NEW MANAGER

(Special to The Arizona Republican)
SAN DIEGO, Cal., Dec. 16.—Baron Long, well known Los Angeles hotel man, has acquired a half interest in the U. S. Grant hotel, San Diego, and will assume managing directorship at once. The name U. S. Grant hotel brings to mind the name of J. H. Holmes, managing director of the past ten years. According to Mr. Holmes, he has disposed of his interests in the Grant, that he may give his personal attention to his extensive Imperial valley holdings. Mount Wilson Toll Road resort and properties, and his new position of Pacific Coast manager for the Kelly Metals Co., of Detroit, Chicago and Los Angeles.

The Grant hotel is one of America's best hotels. Of solid concrete construction, it is absolutely fireproof, while with every one of its 500 luxuriously appointed rooms facing on either the famous palm court or "front" overlooking the city, mountains, ocean, Point Loma and harbor, the Grant has an ideal setting. There is talk of the reopening of the famous Bivouac grill, the scene of the center of Southern California's colorful entertainments and life during the exposition days, of the erecting of an aviation loft on the fifth floor roof garden, that aeroplanes might land and ascend with ease; of a series of carnival fetes at the auditorium and no end of entertainments. The complete renovating plans call for

SAN DIEGO HAS

Ninety-five thousand population.
The greatest military rendezvous in the west, with all branches of army and navy represented.

Ten banks, combined capital \$5,000,000, deposits \$27,555,000.

Pure mountain water supply, owned by city.

Cheap electric light and power.

Fire department of most modern type, entirely motorized.

Well-equipped city and county libraries, with 22 branch libraries and reading rooms.

Polytechnic high school and stadium, which cost \$700,000.

Two thousand acres of beautiful city parks.

Pacific terminus of San Diego & Arizona railway and of that branch of Santa Fe railway serving the southland.

The birthplace of California with many places of unusual historic interest.

Miles of ocean beach, with commodious resorts.

Most nearly perfect climate in the United States, with warm winters and cool summers.

Land-locked harbor containing an area of 22 square miles—a harbor free from storms, currents or treacherous reefs, with deep water sufficient to admit the largest vessels afloat.

Municipal docks and warehouses and ten miles of industrial tidelands fronting on the land-locked harbor of San Diego offer some of the best opportunities in the southland.

The water adjacent to San Diego furnishes the most plentiful supply of fish on the south Pacific coast.

Valleys planted to oranges, lemons, olives, grapes, delicious fruits, field crops.

Hundreds of miles of roads through some of the most scenic valley and mountain country in southern California.

The refurbishing of the big hotel and securing of a typical "California home" atmosphere.

The larch string will be out to the traveling public even more conspicuously than ever," said Baron Long, in an interview today. "Furthermore, I plan to soon make arrangements for the construction of a new Van Nuys hotel in Los Angeles, which will follow the architectural design of the U. S. Grant hotel."

Coincident with Baron Long's purchase of the Grant hotel, San Diego, comes news of his planning for a high-class amusement casino at Tijuana, Mexico, just across the international border from San Diego.

City's Praises Sung by Guests of Recent Times

President Woodrow Wilson

In appointing a personal representative to attend the great Pageant of Freedom given by the League of the Southwest at San Diego in November, 1917, President Wilson said:

"Judging from their actions of the last few years, the people of San Diego are the people who do things. I think they are the most interesting people in the United States, and when I can find time, I intend to get better acquainted with them."

Elbert Hubbard

"In San Diego, love, labor and science have formed a triple alliance, and the result is 'The Celestial City of the Mind,' walled by courtesy, protected by kindness, fortified by health, patrolled by truth. If you do not know San Diego, you do not know California; and if you do not know California, you do not know America."

In San Diego the high cost of living, like winter, exists only as an unfounded rumor; hard times is a chemical trace; poverty a pleasantry."

Gen. J. P. O'Neill

General J. P. O'Neill, U. S. A., formerly colonel commanding the twenty-first infantry regiment stationed at San Diego, said:

"In all my thirty-four years of barracks life, I have never lived in a cleaner city morally than San Diego."

Admiral J. L. Jayne

Rear Admiral J. L. Jayne, commanding the twelfth naval district, while in San Diego recently said he had had the privilege, always a pleasant one, of being in the city, and that he knew from past experience that Secretary and Mrs. Daniels as well as every officer and sailor in the new Pacific fleet would be pleased to visit San Diego with its wonderful climate, its wonderful bay and its wonderful people."

Dr. F. H. Redewill, Phoenix

"San Diego, when I think of thee, then my state,
Like a large break of day arising from a sulken earth;
Sings hymns to heaven's gate;
For, thy great resources remembered, such wealth brings.

That (while living here) I scorg to America's seat with kings?"

Rear Admiral C. W. Parker

"You are going to have some fine improvements in your harbor. The marine corps reservation will be a beautiful spot of the city. The work has been progressing slowly, but you will be pleased with the results when it is finished. We have just begun what will be one of the finest naval training stations in the United States."

"There is no climate in the country that lends itself so readily to the needs of a training station as that of San Diego. We are not obliged to heat buildings to 90 degrees and then send men out into a temperature of 30 degrees to drill. It is never hot and never cold."

Gen. A. W. Greeley

When General A. W. Greeley, as chief signal officer of the army, was at the head of the U. S. weather service, he published a paper on the climates of the United States. In it he said:

"The American public is familiar on all sides with elaborate detailed statements of the weather at a thousand and one resorts. If we may believe what we read in such reports, the temperature never reaches the 90's, and sky is flecked with just enough cloud to perfect the landscape, the breezes are always balmy and the nights ever cool."

There is possibly one place in the United States where such conditions prevail—a bit of country about forty miles square at the extreme southwestern part of the United States, in which San Diego is situated."

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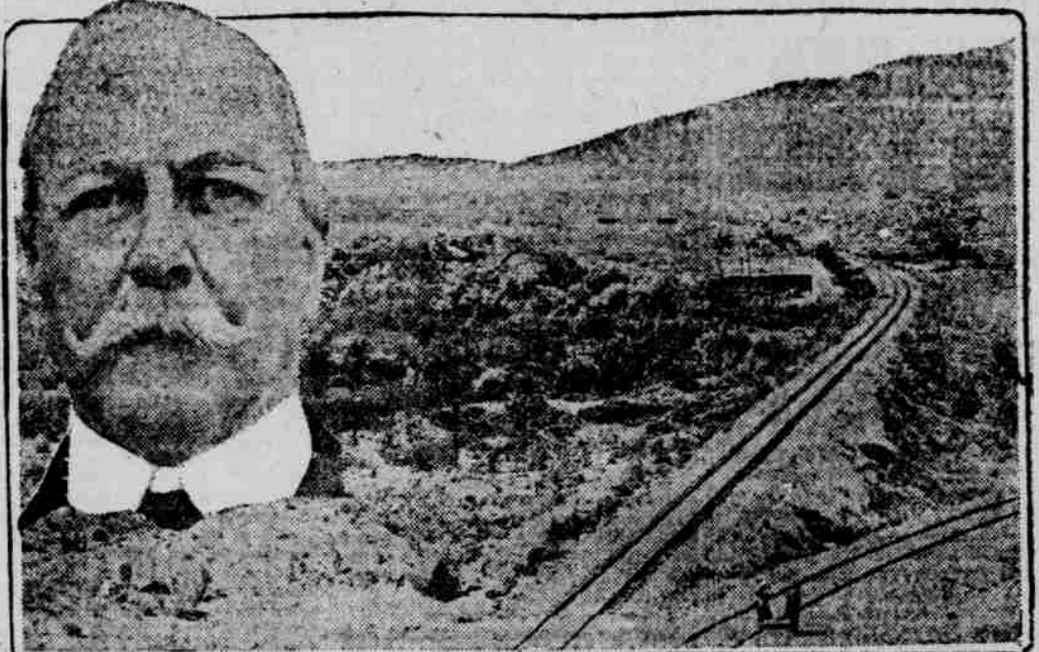
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New Transcontinental Railway Opens Up Vast Fertile Empire



Linking San Diego direct with the outside world, and particularly with Arizona, the San Diego & Arizona railroad that was opened for travel on December 1, 1919, has changed all the conditions of southwestern transportation and brought about a new and interesting situation which the southwest is looking upon with the greatest interest.

To Arizona the new railroad means a closer outlet to tidewater than it ever enjoyed before, easier grades to tidewater, quicker time, the development of new and fabulously rich territory along the way, and all that those conditions imply.

Statesmen and industrialists, looking at the star of the orient and into the crystal ball of the Panama canal, read in the signs of the times that the future of America lies on the Pacific. To aid and hasten fulfillment of this engineers have graded across the bed of a former sea and tunneled mountains while performing miracles in passing over and under nature's barriers to finish this year a shorter and more direct rail connection between Pacific tidewater at the port of San Diego and the east.

Makes Direct Line

The San Diego & Arizona railway, as the new "cut-off" link is named, connects with the Southern Pacific system and furnishes a direct line along the border westward from Yuma, Arizona. It is one of a few major railway construction continued throughout the war. It has kept the pace and if the psychological moment can be applied to railroad building, here is an instance for the San Diego & Arizona is ready to take what part it can in America's grand fleet of merchantmen goes out after our share in the world's trade.

By a saving of miles and hours, the new road is destined to play an important role in the realignment and connection of trade under war-changed conditions, and were E. H. Harriman alive today he would find much satisfaction in the new and greater opportunities which greet completion of his last project. Such personal satisfaction remains to John D. Spreckels and his brother, Adolph B. Spreckels, colleagues with Mr. Harriman in conception of the S. D. & A. and to the Southern Pacific company which formed a partnership with the Spreckels brothers to complete the work.

Engineering Triumph

A glance at the map, with note of distances, reveals the commercially strategic possibilities in linking the port of San Diego directly to the east on a route of lower altitudes, easier grades and always open tracks. Most of the east, the south and southwest will see the Pacific considerably nearer at San Diego than elsewhere. That the link was made before, or the present one completed earlier, is due to the difficulty of terrain. Tom Scott first proposed it 50 years ago. Only 146 miles in length, of itself, construction of the San Diego & Arizona would equal in cost, traversing many plain states with rails, and in engineering there is no comparison; it is a railway engineering feat remarkable among the great of its kind in America. By many engineers it is rated the most difficult of all. In many respects it has resembled railway building in the Andes.

Bored, bridged, cut and filled to easy grades across a mountain barrier of granite, it has tried the skill and patience of its builders, not only in actual construction but in reaching locations for work and delivering materials and supplies.

Has Military Advantages

Its completion has been urged as a military road, extending border and directly through to the coast. No official cognizance of this is known to have been recorded at Washington, but the fact remains it has been one railway construction project that was continued in war times although this entailed liberal shipments of explosives across the tightly closed international boundary line and importation of alien labor. The S. D. & A. loops into Lower California in its search for a crossing of the mountain barrier, and many feet were required from Washington to keep materials moving out over that loop and getting Mexican labor in at the cross-back when American labor became impossible to obtain.

As a military railway, aside from completing a line in touch with the border, it will prove of much assistance in movements of men and material to and from the military and naval center built up at San Diego, which includes practically every branch of the service.

Meets Many Needs

Immediate commercial advantage lies in Imperial valley, where connection is made with the Southern Pacific at El Centro in the heart of the below sea-level "Inland Empire" of alluvial soil watered from the interminable flow of the Colorado river, productive of whatever is planted and world famed for the finest long staple cotton grown. Should this important cotton district not lead to mills at San Diego, the Japanese doubtless will haul

it through for their own mills, which have usurped Liverpool's pre-eminence, and so furnish return cargo for vegetable oils or other freight from Nippon. It is not generally known, perhaps, that the Japanese are not idle concerning after-the-war trade. They have recently ascertained that the San Diego & Arizona "cut-off" will give them an advantage in hauling cotton by rail from New Orleans or Galveston to San Diego for trans-Pacific shipment rather than using the Panama canal with its attendant tolls.

Cotton is but an item among the products and wares to which the new rail line will give a quickened pace to Pacific tidewater. As it will send them quicker, so it will distribute the ocean borne returns quicker. In the way of trade competition with Japan, a sample opportunity would appear in the South Sea Islands whose coconuts could as well be reduced and refined to glycerine, cooking oils and lesser products in the climate of San Diego as in Japan, saving thousands of miles of transportation on a tonnage of huge proportions. Rubber of the East India plantations would seemingly as well be brought direct as over its world-around journey established, and American machinery provide a return cargo balance for the Orient.

Is Scenic Route

The completed road provides an

amazing mountain scene along what is known as Carriazo gorge, destined to become one of America's famous scenic travel routes. It is 13 miles in length and leads to Carriazo pass at an elevation of 2000 feet, the eastern of two passes by which the mountain range is crossed by the railway. The other pass is westward of the head of the gorge and is known as Tecate divide, where the road reaches an elevation of 8667 feet, the highest point on the line.

Oddly enough, one of the numerous tunnels was found necessary directly at the international boundary line where the survey crossed back into the United States after the loop into Lower California from San Diego. Travelers, therefore, will not cross the line here but go under it.

ARMY AND NAVY

The federal government is deliberately going forward to make San Diego the chief army and navy base on the Pacific coast.

And let no man begrudge our sister city this glory. San Diego has made the heaviest struggle for success of any city that we have knowledge of. It is the place where California began, and it is a place filled today with as fine citizenship as the sun shines on anywhere.—John Steven McGroarty, author of "The Mission Play."

BANKS SHOW BIG DEPOSITS

Bank deposits in San Diego city and county show a steady and healthy growth, especially has that been the case during the past five years.

As a community, San Diego has arrived; this is evidenced by the fact of four large bank consolidations, consolidations which have become necessary to supply working capital to handle the demands of the government activities in and about San Diego, the increase of business in general, especially among the industries, such as the manufacture of chemicals from kelp, the canning of sardines and other fish, and the handling of other large manufacturing problems. During 1917, the Southern Trust & Savings bank consolidated with the Bank of Commerce & Trust company, under the name of the Southern Trust & Commerce bank, while the American National bank was merged with the First National bank under the latter name.

The following table gives the total deposits for the clearing house banks during the last five years:

Total Deposits, San Diego City Clearing House Banks		
\$18,640,334.00	July 1, 1914	
\$18,259,413.00	July 1, 1915	
\$20,779,568.00	July 1, 1916	
\$23,581,021.00	July 1, 1917	
\$26,425,060.00	July 1, 1918	
\$29,277,000.00	July 1, 1919	

Capital and Deposits—San Diego City Banks		
At close of business, Dec. 31, 1918:		
Capital.	Bank.	Deposits.
\$ 100,000.00	Citizens Savings Bank	\$ 1,048,990.00
25,000.00	East San Diego State Bank	190,000.00
1,000,000.00	First National Bank	7,069,750.00
250,000.00	Merchants National Bank	3,186,800.00
200,000.00	San Diego Savings Bank	5,046,800.00
1,000,000.00	Southern Trust & Commerce Bank	7,921,040.00
117,100.00	Security Commercial & Savings Bank	1,083,000.00
100,000.00	Union National Bank	860,000.00
100,000.00	United States National Bank	1,034,120.00
50,000.00	University Avenue Bank	580,000.00
\$2,042,100.00		\$27,555,600.00

Capital and Deposits—San Diego County Banks		
At close of business, Dec. 31, 1918:		
Capital.	Bank.	Deposits.
\$ 25,000.00	Chula Vista—Peoples State Bank	\$ 296,320.00
25,000.00	El Cajon—Cuyamaca State Bank	236,140.00
50,000.00	Escondido—First National Bank	205,000.00
25,000.00	Escondido—Home Savings Bank	123,940.00
25,000.00	Escondido—Escondido National Bank	249,310.00
25,000.00	Fall Brook—Citizens Commercial Bank	88,460.00
25,000.00	La Mesa—Bank of La Mesa	128,620.00
25,000.00	National City—Peoples National Bank	225,000.00
25,000.00	Oceanside—First National Bank	300,000.00
25,000.00	Ramona—The State Bank of Ramona	114,450.00
\$350,000.00		\$2,493,540.00

MISSION CLIFF GARDENS, SAN DIEGO



Overlooking the Mission valley and the San Diego River, from a sheer height of several hundred feet, the Mission Cliff Gardens afford one of the most inspiring views in the city. The gardens are the property of the Plains Electric (Ry) company and are free to the public.